

METROPOLITAN RAILWAY COMPANY.

Directors.

CHAIRMAN.—JOHN PARSON, Esq., Binton House, Teignmouth, Devon.	WILLIAM LEE, Esq., M.P., Holborough, Rochester.
DEPUTY CHAIRMAN.—CHARLES GILPIN, Esq., M.P., Bedford Square.	JAMES NASMYTH, Esq., Penshurst, Kent.
WILLIAM AUSTIN, Esq., Farningham, Kent.	RUSSELL SCOTT, Esq., 10, Cornwall Terrace, Regent's Park.
THOMAS DAKIN, Esq., Alderman, Cree Clunch Lane.	ALEXANDER CLUNES SHERIFF, Esq., M.P., Perdiswell Hall, Worcester.
WARREN STORMES HALE, Esq., Alderman, 71, Queen Street, Cheapside.	

REPORT OF THE DIRECTORS

TO THE HALF-YEARLY GENERAL MEETING OF THE COMPANY, TO BE HELD AT THE CITY TERMINUS HOTEL, CANNON STREET, ON WEDNESDAY THE 7TH DAY OF AUGUST, 1867.

The Receipts during the past half-year (after deducting all expenses and interest chargeable against Revenue) leave a net available balance of £87,833 15s. Id.

It is satisfactory to observe that the Traffic Receipts during the past half-year were £114,442, and in the previous half-year £107,295, showing an increase of £7,147; this addition has been earned without any increase of expenditure, the working charges for the past half-year having been £44,780, and for the previous half-year £44,849.

The Directors recommend a Dividend upon the Preference Stock at the rate of 5 per cent. per annum, and Dividend upon the Consolidated Stock at the rate of 7 per cent. per annum, and that the balance of £7,223 16s. 7d. be carried forward to the credit of the next account. The Proprietors are aware that the limited Dividend of 6 per cent. upon the Extension Stock was paid on the 15th instant as usual.

Although no additional sources of traffic have been opened up during the past half-year, the Weekly Returns show a continuous and steady increase.

The Hammersmith and City Railway Company is now dissolved, and their undertaking vested in this Company and the Great Western Railway Company.

The works upon the Metropolitan and St. John's Wood Railway are very far advanced towards completion, and the Directors are assured that, with the assistance promised by this Company, this Line will be opened for traffic early next year.

The requisite Parliamentary powers having been now obtained, the Directors propose that £100,000 should be subscribed in the 5 per cent. Preference Stock of the St. John's Wood Railway Company.

During the past half-year the works upon the Notting Hill and Brompton Extension have made great progress; the Stations are under construction, and the Line will be opened for traffic next spring.

The works to connect the Great Northern Railway with the widened Lines at King's Cross are in progress, and will be ready for traffic through to Farringdon Street in about two months.

The works in Smithfield are also very far advanced, and the Corporation are proceeding with the super-structure of the Market.

The Directors are informed that the works of the Midland Company from Bedford to the junction with your Railway at King's Cross will be ready for opening before the close of the present year. An arrangement for the accommodation of the Midland traffic over your additional Lines to Moorgate Street and to the junction with the London, Chatham, and Dover has been negotiated, and will be submitted for the sanction of the Meeting. The revenue secured by this arrangement will be a valuable addition to your resources. The Directors believe that the Agreement will prove advantageous to both Companies; an abstract of its provisions is circulated with this Report.

It will be satisfactory to the Proprietors to know that the Directors are assured that arrangements have been made by the Metropolitan District Railway Company for opening their system from Brompton to Westminster shortly after the Notting Hill and Brompton Extension of this Company is completed.

The Proprietors will perceive that the arrangements of this Company contemplate the completion of the entire undertaking (except the Eastern Extension), and the completion of nearly all its feeders, by November next.

In order to complete these works, purchase the rolling stock necessary for working the Western Extension, the Metropolitan and St. John's Wood, and the Metropolitan Districts, and carry out the arrangements before referred to, and to secure the advantages derivable therefrom, the Company will require funds during the next twelve months to the extent of £860,000.

The Proprietors are aware that the Company are the owners of a large quantity of land and houses along the line of the Railway, which until the completion of the works must remain comparatively unremunerative and unsaleable; the Directors propose that, as the Company possess special powers enabling them to hold, let, or charge these properties, they should be so utilized as to give the Company the command of the capital now required, without trenching upon the revenue from the traffic on the Railway, and also without ultimately increasing the total capital of the Company.

Metropolitan District.

Completion of
Undertaking
and feeders.

Central
Arrangements.

Surplus Lands.

Hammersmith
Line.

St. John's
Wood.

Notting Hill
and Brompton
Extension.

King's Cross
and widened
Lines.

Smithfield
Works and
Market.

Midland Agree-
ment to work
to Moorgate.

The Directors have ascertained that these lands and houses cannot fail, with judicious management, to realize within the next five or six years at least a million of money; whilst they find that any attempt to force a sale of this property would entail upon the Company a very heavy sacrifice.

They therefore recommend the Proprietors, with a view to secure the benefit of the full value of these properties, to adopt the following course, viz.:—To raise, by the creation of New Redeemable Shares, £600,000 (which with the consequent borrowing powers will produce the required amount), and to determine that these Shares shall receive a fixed 5 per cent interest payable half-yearly, and shall all be redeemed and cancelled within 10 years, and that the holder of each Share shall be entitled to 10 per cent. on its redemption, and further, by hypothecating these properties, to be realized as favorable opportunities occur, to provide a fund for the payment of the interest and redemption of the Shares.

Reports appended. The Directors have appended hereto the Reports of their Officers, the Capital and Revenue Accounts for the half-year, and the Resolutions to be submitted to the meeting.

Dividend payable. The Dividend will be payable on the 16th August.

*Offices of the Company, 3, Old Palace Yard, Westminster.
July 31st, 1867.*

JOHN PARSON, *Chairman.*

ENGINEER'S REPORT.

TO THE DIRECTORS OF THE METROPOLITAN RAILWAY COMPANY.

GENTLEMEN.—The Works of the "Widening" in duplication of the lines of Railway between King's Cross and Farringdon Street are completed, except a portion of 40 yards in length, and the laying of the permanent way. These Works may be opened to the public in about two months.

The alterations and additional work at King's Cross, consequent on the "Widening," and the new Junctions with the Great Northern and Midland Railways are in hand, and will be completed so as to coincide with the periods of the opening of the respective new Lines.

The Works of the Smithfield Depot are now so far advanced that more than one-half the area is covered in by girders and brick arches, and the Market over it is being constructed by the Corporation of London.

The Act for the Junction with the St. John's Wood Railway at Baker Street has received the Royal Assent, and the Works will be carried out so as to be ready simultaneously with the Works of the St. John's Wood Railway in or about the month of February next.

The Works of the Western Extension from Paddington, through Notting Hill, to Brompton, are proceeding rapidly, and the Stations upon it are nearly all roofed in. These Works will be ready for traffic in the spring of next year.

I am, Gentlemen, Your obedient Servant. JOHN FOWLER.

2, Queen Square Place, Westminster, July 29th, 1867.

GENERAL MANAGER'S REPORT.

TO THE DIRECTORS OF THE METROPOLITAN RAILWAY COMPANY.

GENTLEMEN.—The number of Passengers conveyed, and the amount of Traffic Receipts in each Half-year since the opening of the Line have been as follows:—

Half-Year ending	Number of Passengers.	Amount Received.
June 30th, 1863	4,823,437	53,058
December 31st, 1863	4,651,738	48,649
June 30th, 1864	5,207,335	54,740
December 31st, 1864	6,514,554	61,749
June 30th, 1865	7,462,823	69,072
December 31st, 1865	8,301,984	72,441
June 30th, 1866	10,303,395	102,947
December 31st, 1866	10,969,709	107,295
June 30th, 1867	11,488,358	114,442

The increase over the corresponding half-year of 1866 was 1,184,963 in passengers, and £11,495 in receipts. This increased receipt has been earned on the same mileage, and without any additional sources of traffic having been opened.

The largest number of passengers conveyed over the Railway in any one week was in Whitsuntide last, from Saturday the 8th June to Friday the 14th June, both days inclusive, the total being 542,833; the largest number in one day was 113,075, on Whit-Munday last.

The Receipts since June last have been satisfactory, and I trust that by strict economy I shall be enabled to work the increased traffic of the half-year without materially adding to the expenditure.

The arrangements for working the traffic of the St. John's Wood Railway will be completed by the time it is ready for traffic, and I anticipate that this Railway will (now that it has been arranged to work the trains continuously to and from the City) prove a most valuable feeder to this Line.

I beg to enclose statements of the total receipt and the receipt per mile for each week since the opening of this Railway, which exhibit the progressive increase in the traffic, especially since the opening of the Extension to Moorgate Street in December 1865.

Metropolitan Railway, July 29th, 1867.

I am, Gentlemen, your obedient Servant,

MYLES FENTON,

RESOLUTIONS TO BE SUBMITTED TO THE MEETING OF THE PROPRIETORS TO BE
HOLDEN AT THE CITY TERMINUS HOTEL, CANNON STREET, ON THE
7TH AUGUST 1867,

As to Agreement with Midland Railway Company.

That the Agreement between the Metropolitan Railway Company and the Midland Railway Company be and is hereby sanctioned and approved.

As to Subscription to Metropolitan and St. John's Wood Railway Company.

That the sum of £100,000 be subscribed towards the undertaking of the Metropolitan and St. John's Wood Railway Company in 5 per cent. Preference Shares, created and issued under the powers of "The Metropolitan and St. John's Wood (Extension to Hampstead) Act 1865."

As to Creation of New Redeemable Shares.

That under the powers of "The Metropolitan Railway (Additional Powers) Act 1866," the sum of £600,000 be raised by the creation of 60,000 new Shares of the nominal value of £10 each, upon and subject to the following terms and conditions.

That the holders of such Shares shall be entitled to interest, payable half-yearly on the 15th day of January and 15th day of July in each year, at the rate of 5 per cent. per annum, with 10 per cent. on the par amount, upon redemption as hereinafter mentioned.

That such Shares shall be redeemed and cancelled at the rate of 10,000 Shares per annum, within ten years from the 1st January 1868.

That such Shares be redeemed and cancelled in six equal instalments of 10,000 Shares each, in the years 1872, 1873, 1874, 1875, 1876, and 1877 respectively.

That the particular Shares to be redeemed and cancelled in each such instalment shall be determined by drawings, to be made in such manner and under such regulations as the Directors may on each occasion determine, in the month of December in each of such years.

That the £10 payable on each Share be called up, and payable in the following instalments and on the undermentioned days, viz.:—

- £2 10s. on acceptance.
- £2 10s. on 2nd December 1867.
- £2 10s. on 1st April 1868.
- £2 10s. on 1st July 1868.

That all or any of the instalments may be prepaid, and the fixed interest shall be computed from the day of payment.

That the holders of the Shares shall not be entitled to vote at Meetings of the Company until the whole nominal value of such Shares has been duly called and paid up.

That the new Shares be offered at par to the proprietors of Ordinary Stock and Extension Stock, in proportion as nearly as conveniently may be to the Ordinary and Extension Stock now held by them respectively.

That the acceptance thereof be signified in such form and manner as the Directors may prescribe.

That any new Shares not accepted under the above offer may be sold or disposed of at such times, to such persons, on such terms and conditions, and in such manner as the Directors may think advantageous to the Company.

That the surplus land of the Company be disposed of at such times and in such manner as to provide, out of the proceeds thereof, for the redemption of the Shares as above specified; such proceeds to be charged with and hypothecated for such redemption; and that provision be also made for the interest from time to time accruing due out of the rents or income from the surplus land, or by the mortgage or sale of so much thereof as may be sufficient or necessary to make up any deficiency of the amount required for that purpose.

ABSTRACT OF THE AGREEMENT BETWEEN THE METROPOLITAN RAILWAY COMPANY AND THE MIDLAND RAILWAY COMPANY.

The Agreement recites—

The Acts of Parliament authorising the necessary works, and giving powers to agree; that the works are either completed or in progress, and that the two Companies have determined to enter into this Agreement:

And provides—

That the works shall be completed ready for traffic by the 1st January 1868, and shall be kept in good working order and condition.

The Midland Company are to have the use of the "New Lines," which comprise, for the purposes of passenger traffic, the Junction Lines with the Midland Railway at King's Cross, the Widening Lines to Farringdon Street, the Junction Lines to the Chatham and Dover Railway and the two Southernmost Lines, through the Meat Market to Moorgate Street, and for Goods Traffic those Lines as far as the junction with the Chatham and Dover Railway.

Immediately after the opening of the Midland Line the Midland are to use the New Lines, provided they are then completed and opened for traffic.

The Midland not to carry local traffic on the Metropolitan Railway.

The Midland, their officers and servants, to be subject to the bye-laws and regulations of the Metropolitan.

The engines, carriages, and fuel used by the Midland to be subject to the approval of the Metropolitan.

The Midland are to be entitled to take up and set down traffic at any present or future station on the New Lines.

*The Metropolitan to provide accommodation at Moorgate Street for the Midland; to consist of one line of rails with a platform on each side, and one spur or siding on which to place an engine; and also separate booking accommodation.

The Midland to maintain and have the exclusive use of such separate accommodation; and to have the use, in common with other Companies using the station, of the approaches, staircases, waiting rooms, &c. of the Moorgate Street Station.

The Midland to be entitled, in common with other Companies using the same, to the use of the intermediate stations on the New Lines.

The Midland to provide staff at Moorgate Station for their own traffic.

The Metropolitan to keep staff for the intermediate Stations.

When Metropolitan have any accommodation in Smithfield, the Meat and Poultry traffic of the Midland to be treated as favorable as the like traffic of any other Company.

Midland to fix number and times of their trains upon the New Lines, regard being had to the rights of other Companies, and the relative amount and importance of the traffic on such New Lines.

Metropolitan to provide signals and staff at Junction with Midland—Midland to pay for same.

Midland to pay Metropolitan in respect of passenger traffic a mileage proportion of the gross receipts arising from such traffic without deduction, except Government duty: Provided that in case the sums so payable do not amount to the following sums:—

	<i>£</i>
For the First Year	4,000
For the Second Year	5,000
For the Third Year	6,000
For the Fourth and each succeeding year	7,000

the Midland to make up the deficiency. Distance to be allowed to Metropolitan for traffic taken up and set down at King's Cross to be considered as half a mile.

The Midland Company to pay for Station Accommodation at Moorgate Street:—

	<i>£</i>
For the First Year	4,000
For the Second Year	4,500
For the Third Year	5,000
For the Fourth and every subsequent Year	6,000

The Midland to pay for user of intermediate Stations—£500 a-year for the first three years, and then to be re-adjusted; this payment to cease if Midland cease to use the intermediate Stations.

Payments to commence from the day on which Metropolitan Works are authorised to be opened for public traffic.

Midland also to pay a fair proportion of the rates and taxes chargeable in respect of the separate accommodation at Moorgate Street, and one-sixth part of the repairs of the General Waiting Rooms, Galleries, Staircases, Platforms, &c., and of the rates, taxes, gas and water for station purposes, and of the staff exclusively employed for the benefit of the Companies for the time being using the station.

The Midland also to pay for the user aforesaid for the carriage of goods, 6d. per ton. For coal and minerals, 4d. per ton up to 50,000; 3d. per ton for every ton beyond 50,000 tons in any one year.

Payment in respect of traffic to be made monthly, as far as practicable, in accordance with rules of the Railway Clearing House; either Company to have the right to require them to be made through the Clearing House. Payments in respect of Station Rents to be made half-yearly.

Midland to be entitled to fix the rates and fares for all their traffic.

Each Company to keep proper accounts and vouchers, and furnish vouchers; same to be open at all reasonable times to inspection and transcription.

Midland, within 14 days after the expiration of each month, to transmit to Metropolitan an accurate abstract of all traffic carried by Midland.

Mutual facilities for enabling each to obtain the full benefit intended to be secured.

Midland will work over and use the Lines and Stations, with due regard to the interests of the Metropolitan as owners.

The Metropolitan will keep the New Lines in proper condition and repair.

Midland will, in exercise of their powers, conform to all the obligations of the Metropolitan.

Mutual indemnity for their respective acts or defaults.

All notices or abstracts of accounts are to be delivered or posted to the Secretaries at the respective principal Offices of the two Companies.

Differences to be referred to arbitration, in accordance with the Railway Companies Arbitration Act.

* The Lands that the Company now possess at Moorgate are more than sufficient for this station accommodation.

21/05/11/5

TABLES REFERRED TO IN THE GENERAL MANAGER'S REPORT.

RECEIPTS PER MILE PER WEEK.

WEEKLY TRAFFIC RECEIPTS.

WEEK ENDING	CORRESPONDING WEEK IN					WEEK ENDING	CORRESPONDING WEEK IN					
	1864.	1865.	1866.	1867.	1864.	1865.	1866.	1867.	1864.	1865.	1867.	
JANUARY 7th	\$235	669	826	1,091	7th	—	2,065	2,607	3,717	4,911		
" 14th	*615	495	651	854	" 14th	*2,060	1,861	2,440	3,843	4,310		
" 21st	*660	576	676	968	" 21st	*1,714	1,247	2,044	3,147	4,555		
" 28th	*511	546	642	826	" 28th	*2,359	2,046	2,407	3,719	4,182		
FEBRUARY 4th	*617	557	645	806	9th	*2,313	2,013	2,418	3,629	4,175		
" 11th	*638	528	658	816	11th	*2,392	1,961	2,463	3,672	4,174		
" 18th	*601	587	644	808	18th	*2,235	2,014	2,416	3,634	4,190		
" 25th	*578	512	622	809	25th	*1,967	1,961	2,390	3,622	4,196		
MARCH 1st	*628	576	679	836	9th	*2,504	1,960	2,546	3,761	4,292		
" 8th	*683	523	657	826	11th	*2,569	1,960	2,492	3,719	4,335		
" 15th	521	548	667	838	18th	1,954	2,055	2,560	3,764	4,013		
" 22nd	528	641	*2,848	872	25th	1,981	15,196	2,492	3,817	3,924		
APRIL 1st	1,561	1,589	678	*3,733	1st	1,574	1,574	2,050	3,750	4,172		
" 8th	1,562	511	*2,748	927	8th	1,513	2,050	*2,800	4,171	4,223		
" 15th	1,577	546	*2,747	926	15th	1,977	2,047	*2,803	3,851	*4,272		
" 22nd	518	561	2,801	895	22nd	1,941	2,102	*2,005	4,927	*4,315		
" 29th	517	559	732	*846	29th	1,940	2,095	2,745	3,809	14,665		
MAY 6th	559	705	877	966	6th	1,950	2,090	2,643	3,947	4,347		
" 13th	511	571	721	894	13th	1,942	2,142	2,735	4,033	4,333		
" 20th	519	616	*2,676	916	20th	2,014	*2,423	2,808	*2,427	4,388		
" 27th	*634	*290	747	*1,079	27th	*2,379	*2,214	2,803	*4,856	4,373		
JUNE 3rd	565	565	*762	906	*1,065	3rd	1,895	2,120	3,608	4,051	*4,522	
" 10th	521	576	*910	906	10th	1,950	2,160	*3,414	4,056	*4,613		
" 17th	594	209	749	895	*1,121	17th	2,007	2,347	2,809	4,056	*4,611	
" 24th	541	595	783	916	24th	1,950	2,050	2,958	3,207	4,530		
JULY 1st	554	*899	*274	860	1,000	1st	2,083	*2,385	*2,803	4,050	4,509	
" 8th	537	*637	*755	899	1,012	8th	2,013	*2,275	*2,831	4,047	4,555	
" 15th	524	617	743	914	1,067	15th	1,964	2,315	2,785	4,113	4,530	
" 22nd	595	618	650	893	995	22nd	1,894	2,319	2,496	4,017	4,479	
" 29th	528	663	703	896	1,011	29th	1,979	2,260	2,635	4,023	4,550	
AUGUST 5th	565	610	716	870	5th	1,886	2,289	2,684	3,917			
" 12th	410	578	756	877	12th	1,950	2,160	2,644	3,914			
" 19th	524	534	717	868	19th	1,544	2,076	2,547	3,914			
" 26th	413	565	667	859	26th	1,548	2,117	2,502	3,824			
SEPTEMBER 2nd	428	565	721	825	9th	1,696	2,120	2,705	3,712			
" 9th	438	598	761	857	16th	1,642	*2,299	2,627	3,596			
" 16th	443	567	678	836	16th	1,663	2,128	2,541	3,761			
" 23rd	457	695	715	856	23rd	1,713	2,270	2,683	3,550			
" 30th	476	618	714	879	50th	1,785	2,297	2,676	3,665			
OCTOBER 7th	509	624	769	928	7th	1,886	2,341	2,849	3,917			
" 14th	565	604	716	877	14th	1,886	2,346	2,846	3,914			
" 21st	567	665	667	879	21st	1,961	2,297	2,502	3,654			
" 28th	487	615	682	892	28th	1,823	2,305	2,557	4,012			
NOVEMBER 4th	469	614	713	902	4th	1,760	2,302	2,673	4,057			
" 11th	513	664	*1,749	*1,915	11th	1,924	2,264	*2,807	*4,254			
" 18th	504	587	695	891	18th	1,590	2,202	2,600	4,010			
" 25th	494	597	722	905	25th	1,852	2,237	2,769	4,074			
DECEMBER 2nd	494	598	709	892	9th	1,852	2,241	2,669	4,016			
" 9th	509	*721	726	886	16th	*2,155	*2,704	2,722	3,989			
" 16th	510	525	528	889	16th	1,986	2,201	*5,164	4,229			
" 23rd	519	565	*881	671	23rd	*2,223	*2,492	*3,227	4,269			
" 30th	594	575	594	662	30th	*2,228	*2,944	3,424	4,781			

* Curiosity Traffic.
+ Entry of Princess of Wales into London.

Easter Holiday Traffic.
+ Christmas Holiday Traffic.
Cattle Show, Islington.

Easter Holiday Traffic.
** Opening of Extension.
** Horse Show, Islington.

Lord Mayor's Day.
** University Boat Race.

MYLES FENTON,
General Manager.

THE METROPOLITAN RAILWAY COMPANY.

GENERAL STATEMENT OF RECEIPTS AND PAYMENTS TO 30th JUNE, 1867.

To Balance from last half-year
Amount received on Traffic Account
Rents
Interest on Balances
Transfer Fees

Audited July 26th, 1867.
BENJ. JNO. ARMSTRONG,
SAMPSON CORPUS.

14000 ÷ 83800 16%

~~2100~~ 449 330
~~2549 330~~

METROPOLITAN RAILWAY COMPANY.

HALF-YEARLY REPORT,

JUNE 30TH, 1867.

CIRCULAR-

July 22nd, 1867.
OFFICES OF THE METROPOLITAN RAILWAY COMPANY
3, Old Palace Yard,
Westminster.

Westminster: Nichols and Sons, Printers, 95, Parliament Street.

of the guidance and counsel of wisdom, it will at once become beneath our due sense of
business pride, that such a course has been a sufficient and powerful ally in our
endeavours to obtain all that we have been able to accomplish.

METROPOLITAN RAILWAY COMPANY.

Directors.

CHAIRMAN.—JOHN PARSON, Esq., Bitton House, Teignmouth, Devon.

DEPUTY CHAIRMAN.—CHARLES GILPIN, Esq., M.P., Bedford Square.

WILLIAM AUSTIN, Esq., Farnham, Kent.

WILLIAM LEE, Esq., M.P., Holborough, Rochester

THOMAS DAKIN, Esq., Alderman, Clee Church Lane.

JAMES NASMYTH, Esq., Penshurst, Kent.

WARREN STORMES HALE, Esq., Alderman, 71,
Queen Street, Chapsdale.

RUSSELL SCOTT, Esq., 10, Cornwall Terrace, Regent's
Park.

ALEXANDER CLUNES SHERIFF, Esq., M.P., Pardiswell Hall, Worcester.

REPORT OF THE DIRECTORS

TO THE HALF-YEARLY GENERAL MEETING OF THE COMPANY TO BE HELD AT
THE CITY TERMINUS HOTEL, CANNON STREET, ON WEDNESDAY THE 5TH DAY
OF FEBRUARY, 1868.

The gross receipts from traffic for the half-year are £118,738 as compared with £107,295 for the corresponding half-year of 1866; the increase of £11,443 has been earned without a corresponding increase in the expenses.

After charging the Revenue of the past half-year with all expenses, there remains a net available balance (exclusive of the Dividend of 6 per cent. paid on the Extension Stock on the 15th instant) of £91,632 14s. 7d.

This Balance will permit the payment of Dividends on the Preference Stock at the rate of 5 per cent. per annum, and upon the Consolidated Stock at the rate of 7 per cent. per annum, carrying forward a balance of £6,994 10s. 9d. to the credit of the current half-year.

The attention of the Proprietors is especially directed to the interesting facts respecting the traffic of the line contained in the Report of the General Manager hereto appended, which are calculated to inspire the greatest confidence in the future success of the undertaking when its various feeders are in full operation.

The condition of the atmosphere of the Company's tunnels was made the subject of a careful examination in the month of September last by very eminent chemists, who reported that "The atmosphere of the Metropolitan Railway was not unwholesome or injurious to health."

The widened Lines from King's Cross to Farringdon Street have been completed and inspected by the Officer of the Board of Trade, and we are now ready for passenger traffic. The opening of these Lines will enable the Company to hand over to the Great Western Railway Company the spare lands at Farringdon Street, so as to bring into operation the agreement with that Company.

From the Report of the Engineer it will be seen that all the works in progress are in a very advanced state. These works comprise all the Parliamentary Obligations of the Company, with the exception of the Eastern Extension, and for the completion of this Work the Company possess ample pecuniary powers.

Reviewing the position, the resources, and the prospects of the undertaking, the Directors feel justified in repeating the expression of their unabated confidence in its continued prosperity.

Application will be made next Session for Parliamentary power to confirm the Agreement with the Midland Railway Company, and to facilitate the construction of a short Branch Line, which will afford a direct communication from the Railways south of the Thames to the Meat Market and to Moorgate Street, involving the expenditure of about £15,000. These powers will not render necessary any increase in the capital.

With a view to secure the punctual payment of interest and the redemption of the New Redeemable Shares created in August last, the surplus lands have been scheduled and vested in three Trustees, viz. the Chairman, the Deputy-Chairman, and the Secretary of the Company, with full powers to secure the rights of the holders of these shares. The rental from the small portion of the lands already let exceeds £20,000 per annum. The Directors are advised that there is every reason to anticipate that the Company will realize at least £1,300,000 from this property.

Progress of
Works.
Eastern
Extension.

Session 1868.

New Redeemable Shares.

Surplus Lands.

THE METROPOLITAN RAILWAY COMPANY.
GENERAL STATEMENT OF RECEIPTS AND PAYMENTS TO 31st DECEMBER, 1867.

Dr.

GENERAL STATEMENT OF RECEIPTS AND PAYMENTS TO 31st DECEMBER 1867

Cr.

JOHN PEARSON, Chairman.		JOHN HENCHMAN, Secretary.		
£ Consolidated Capital of £1,800,000 £5 per Cent. Preference Capital £500,000 Emigrant Share Capital of £1,900,000 New Redeemable Share Capital of £600,000 Debenture Capital of £1,838,333 Temporary Loans	£ s. d.	£ s. d.	£ s. d.	
1,799,977 0 0 300,000 0 0 1,899,972 0 0 313,615 0 0 1,831,323 0 0 95,000 0 0	1,799,977 0 0 300,000 0 0 1,899,972 0 0 313,615 0 0 1,831,323 0 0 95,000 0 0	By Total Expenditure reported to 30th June, 1867 Purchase of Lands Works Law and Parliamentary Rolling Stock Interest on Loans, and proportion of Debenture Interest chargeable to Capital Office Expenses Directors and Auditors Less $\frac{1}{2}$ charged to Revenue	£ s. d. 224,056 19 7 180,562 13 9 5,282 17 6 820 14 4 16,887 1 0 1,783 0 0 1,400 0 0 5,188 0 0 1,591 10 0	£ s. d. 5,224,806 19 11 16,887 1 0 1,591 10 0 428,556 16 2 5,653,363 16 1 78,000 0 0 7,871 3 11 £ 5,739,235 0 0
£5,739,235 0 0				
CAPITAL ACCOUNT.				
£ Balance from last half-year Amount received on Traffic Account Amount received from Messrs. Kell & Co. Amount received from Surplus Land Account to meet Interest on New Redeemable Shares to 31st December Rents Interest on Balances Transfer Fees Amount received for Premiums on sale of surplus New Redeemable Shares	£ s. d. 7,223 16 7 118,735 6 2 57,000 0 0 4,024 5 4 3,568 16 9 1,754 11 6 190 0 1 1,423 17 9	By Working Expenses: Locomotive charges Maintenance of Way and Works Salaries and Wages Water, Gas, and general charges Rates, Taxes, and Passenger Duty Compensations Proportion of Office Expenses, and Remuneration to Directors and Auditors Half-year's Arrears to Mrs. Pearson	£ s. d. 17,186 1 9 4,722 5 2 7,945 6 3 4,795 19 8 7,270 10 7 41,929 3 0 1,645 6 7 1,591 10 0 125 0 0	£ s. d. 1,723 16 7 118,735 6 2 57,000 0 0 4,024 5 4 3,568 16 9 1,754 11 6 190 0 1 1,423 17 9
Balance available for Dividends: Interest on £149,833 Debenture Capital Interest on New Redeemable Shares at 5 per cent. Dividend on £300,000 5 per Cent. Pref. Stock Divid. on £1,800,000 Consolidated Stock, at 7 per cent. Divid. on £1,900,000 Extension Capital, at 6 per cent. Balance carried to next Account	£ s. d. 10,109 18 6 4,024 5 4 7,500 0 0 63,000 0 0 57,000 0 0 6,998 10 0	£ s. d. 10,109 18 6 4,024 5 4 7,500 0 0 63,000 0 0 57,000 0 0 6,998 10 0	£ s. d. 45,290 19 7 1,645 6 7 1,591 10 0 125 0 0 45,290 19 7	
£193,923 14 2			£193,923 14 2	
NEW REDEEMABLE SHARE CAPITAL SURPLUS LAND ACCOUNT.				
£ amount received on Mortgage of Land audited, found correct, and certified pursuant to the 30th section of "The Railway Companies Act 1867,"	£ s. d. 9,000 0 0 £9,000 0 0	By Amount paid to Revenue Account to meet Interest to 31st December Balance in hands of Trustees	£ s. d. 4,024 5 4 4,975 14 8 £9,000 0 0	

I have made a careful examination, in conjunction with the Officers of the Great Western Railway Company, of the Accounts connected with the working of the Hammersmith and City Line since the date of its Lease by the two Companies, and have much pleasure in reporting that the amount reserved from traffic receipts to this date will more than meet the guaranteed Interest and Dividends.

It is proposed to construct an additional Station at the junction of the Kensington Branch with the Hammersmith Line. The Companies owning the West London Line also contemplate the erection of a Station at the Uxbridge Road. I am of opinion that the ordinary increase in the receipts, together with the revenue which will accrue from the opening of these two Stations, will relieve this Company from any future contribution in respect of the lease of the Hammersmith and City Railway, and that that lease will produce a profit to the owning Companies.

The satisfactory result of the working of the Hammersmith and City Line confirms the opinion I have before expressed, that the traffic to and from the St. John's Wood Railway will produce a large revenue to this Company.

The additional lines between King's Cross and Farringdon Street having been opened for traffic, the trains of the London Chatham and Dover and Great Northern Companies will in future work over them. This will enable the traffic of the Main Line to be worked with much greater facility, and will admit of the more perfect developement of the traffic between the Railways North and South of the Thames.

I am, Gentlemen, your obedient Servant,
MYLES FENTON.

Gower Street Station, 28th January, 1868.

ENGINEER'S REPORT.

TO THE DIRECTORS OF THE METROPOLITAN RAILWAY COMPANY.

GENTLEMEN.—The Works of the "Widening" of the Line between King's Cross and Farringdon Street are now ready for the traffic of the Great Northern and Great Western Companies. The completion of this very difficult work has occupied considerably more time than was anticipated at the date of my last Report, principally in consequence of the peculiar and tedious nature of the final portion of the works, rendering a more rapid progress impossible.

The works of the Smithfield Depôt are so far completed that the Great Western Company have already taken possession of a portion of their half of the substructure.

The junction works at Baker Street for the Saint John's Wood Railway are nearly completed, except the laying in of the permanent way, switches, and crossings.

I see no reason, therefore, why the trains from the St. John's Wood Railway should not be running upon your Railway in the early part of April next.

The works of the "Western Extension" are now in a very advanced state, and I am glad to say that the whole of the brickwork, and nearly all the iron and glass work, of the stations were completed before the winter rain and frosts.

At your request, I have made a careful examination of your permanent way, works, stations, and rolling stock, and I have much pleasure in reporting that I have found them all thoroughly maintained, and in excellent condition.

I am, Gentlemen, your obedient Servant,

JOHN FOWLER.

*2, Queen Square Place, Westminster,
January 28th, 1868.*

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METROPOLITAN RAILWAY COMPANY.

HALF-YEARLY REPORT,

DECEMBER 31ST, 1867.

CIRCULAR.

NOTICE is hereby given, That the Ordinary Half-Yearly General Meeting of the Proprietors of the Metropolitan Railway Company, for transacting the Ordinary Business of the Meeting, and for the further exercise of the Borrowing Powers of the Company, will be held at the City Terminus Hotel, Cannon Street, in the City of London, on Wednesday the 5th of February next, at One o'clock in the afternoon precisely.

By Order,

JOHN HENCHMAN,

Secretary.

December 30th, 1866.

OFFICES OF THE METROPOLITAN RAILWAY COMPANY,
3, Old Palace Yard,
Westminster.